



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning & Development
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**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2305598
Applicant Name: Easthom Investments, LLC
Address of Proposal: 1517 Queen Anne Avenue North

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish the use for the future construction of a mixed use structure containing 54 residential units and 10,694 square feet of retail (including restaurant) and office uses at and above street level. Parking to be provided on a one level, alley grade garage for 72 vehicles.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapter 23.41 SMC - Four Design Departures.

1. SMC 23.47.016D.2.a Screening for Parking.
2. SMC 23.47.008D Residential Lot Coverage.
3. SMC 23.47.008B.7 Entrance to a Non-residential Space.
4. SMC 23.47.016E Blank Facades.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

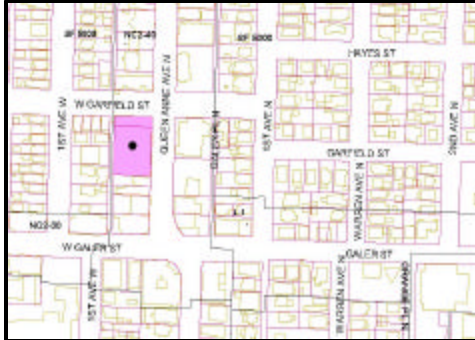
☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

* Early DNS Notice published March 31, 2004

BACKGROUND DATA

Site and Area Description



The project site lies along the Queen Anne commercial corridor at the southwest intersection of West Garfield Street and Queen Anne Avenue North. The rectangular parcel extends 211 feet along Queen Anne Ave. N. and stretches 120 feet from Queen Anne Av. N. to an alley. Six separate buildings currently occupy the site. These include two brick apartment buildings facing W. Garfield St. and four retail buildings fronting onto Queen Anne Ave. N. At one time, a bowling alley occupied most of the site. Current tenants

include Spa Blix, Hoyt's Pub, Guadalajara Restaurant, a shoe repair shop and offices. The site currently comprises a total of 14 residential units and 29,700 square feet of commercial space. Zoning is Neighborhood Commercial Two with a forty foot height limit (NC2-40). The grade slopes gently along the length of Queen Anne Ave. N. by two to three feet. Along the east/west axis, the site descends to the west by approximately ten feet.

Vicinity

The commercial corridor along the top of Queen Anne Hill comprises a variety of uses, characterized by low scale buildings and a pedestrian oriented streetscape. Two prominent visual landmarks are the KIRO TV tower directly across Queen Anne Ave. N. and Galer Gardens, a mixed use building, at the intersection of Queen Anne Ave. N. and W. Galer Street. Although less visually distinct, the 5 Spot Restaurant is nearby. Across the alley, two residential buildings directly front on to the alley.

Two other proposals have been submitted for City approval on the same block: a rezone at 1512 First Avenue North (MUP # 2107439) and a Master Use Permit at 1509 Queen Anne Ave. N. (#2104568). The latter was approved for future construction of a four-story mixed use building with 6,780 square feet of retail space and nine residential units. The project includes demolition of the existing commercial building. No DPD decision has been made for the proposed rezone from Single Family residential (SF 5000) to Lowrise One (L1).

Neighborhood Commercial Two (NC2 40) zoning extends along both sides of the Queen Anne Ave. corridor from the Galer Gardens building northward. Single family zoning lies on the opposite sides of the parallel alleys. An NC2-30 zone stretches to the west from Queen Anne Ave. N. along W. Galer St. Eastward from Queen Anne Ave. N., the zone shifts to Lowrise One (L-1) along W. Galer St.

Proposal Description

The applicant proposes to build four floors of residential units (54 units) behind and above retail and office commercial space on the first floor. The "L-shaped" structure will house a parking plinth containing 72 spaces partially below grade and accessed from the alley. Above the parking structure,

open space arranged on a series of terraces and balconies face the alley. Approximately 9,200 square feet of retail/restaurant space and 1,500 square feet of office space will occupy the ground floor at Queen Anne Ave. N. and will overlook W. Garfield St.

Public Comments

A total of twelve members of the community attended both Early Design Guidance meetings on October 15, 2003 and February 4, 2004. The following comments were made for the record.

- Preserve a “fantastic urban street”.
- Bring the entire Queen Anne Ave. façade to the street.
- Celebrate the corner at Queen Anne Ave. N. and W. Garfield St., but design it with a sense of subtlety. It should have nice detailing and reflect how a traditional apartment building would look on the corner.
- Design a taut and flush façade on the Queen Anne Ave. frontage. It doesn’t need large recessed terraces and balconies.
- Limit the amount of modulation on Queen Anne Ave. Detail the building and provide ornamentation to add interest.
- Place outdoor seating in the courtyard.
- Step the building back from Queen Anne Ave. to allow a wider sidewalk and more landscaping.
- Create views into the courtyard from Queen Anne Ave. and W. Garfield St.
- Wrap red brick around three sides of the structure.
- Reduce the mass and height of the west façade by designing dormers in the roof. The roof should contain the upper floor units rather than a flat roof or a sloped roof above the upper floor.
- Look at an excellent example of an apartment building (mixed use???) near the water in Madison Park.
- Place units on the alley. Have steps or stoops on the alley.
- Prevent a blank wall on the alley.
- Consider pre-cast or cultured stone along the structure’s base.
- Locate a retail use on the lower level near the alley.
- Retail uses on Queen Anne Ave. should have transparency from both the street and the courtyard.
- Don’t use the courtyard as a service alley for the retail and offices uses that back onto the courtyard.
- Provide plenty of parking.

Second Meeting.

- Several comments addressed the lack of adequate parking in the vicinity and the problem of spillover parking onto streets in residential areas.
- The increase in the amount of cars to be utilizing the alley was also mentioned.
- Several individuals lauded the project and its proposed extensive use of brick.

- Two speakers criticized the building's appearance, bulk and potential disruption to the Queen Anne neighborhood. A preference was mentioned for single family homes on the site.

A representative of the Queen Anne Community Council offered a memo detailing its comments. The following bullet points summarize the Council's ideas:

- Add screening to the terrace level and the top floor common open space on the proposed scheme.
- Add more recess or setback to provide outdoor seating near the building corner.
- Use cast street lamps similar to the ones used for the Tribeca project in Uptown.
- Provide enhanced pedestrian lighting on Queen Anne Ave. N.
- Ensure that proposed canopies provide adequate weather protection.
- Extend the bay windows to the second floor.
- Review the cornice design and provide a cornice that reflects historic precedence.
- Evaluate the corner element. Its appearance is unresolved and may not fit with the character of the neighborhood.
- Review the materials and the depth of the reveal that contains the residential entry on Queen Anne Ave. N.
- Decrease the amount of paving on the lower terrace near the alley. Increase the amount of plantings as shown on the site plan for the preferred scheme.

Written comments focused on the impacts of overbuilding in the Queen Anne neighborhood. The letters cited overcrowding, lack of available parking, dangerous traffic conditions, loss of the area's inherent charm, the lack of available parking, increase in vacancy rates, and height, bulk and scale issues germane to the proposal. Two letters submitted by the Queen Anne Community Council's Land Use Review Committee (LURC) reiterate the comments presented (and included above) at the two Early Design Guidance meetings.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The project proponents presented their initial ideas at two Early Design Guidance meetings on October 15, 2003 and February 4, 2004. After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members identified the following Citywide Design Guidelines as high priorities to be considered in the final proposed design. Notes from the second meeting are italicized.

A: Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features

The “L” scheme provides a substantial setback from the single family zone across the alley. The Board expressed its satisfaction with this proposed massing option and commented that this scheme would provide the best availability of natural light into the units.

Prominent site characteristics include the low-scale, pedestrian oriented streetscape; the slope descending to the west; the intersection; and the single family zone across the alley. The transition between the proposed development and the parcels to the west must be addressed with sensitivity. Both the public comments and the Board’s own deliberations focused on this relationship. Two existing residential buildings, in fact, front on to the alley.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board members praised the building’s relationship to the street. The Board did not request that the structure be setback at the corner.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board discussed whether the reveal containing the proposed residential entry on Queen Anne Ave. N. needed to be set back farther than the proposal. Although no consensus emerged among the Board members, further study and refinement of the reveal should be done. The members appreciated the use of brick and the striation shown in the elevations; these elements should be retained in future iterations of the design.

The architect should vary the entry vestibules to the storefronts along Queen Anne Ave. to provide interest and relate to the variety and pattern of shop entrances along the street. Traditional entry vestibules have bay windows for display and recessed areas for door swings with interesting tile patterns in the pavement. The commercial entries should remain within the overall frame of the columns.

The diagram for Scheme One suggests that pedestrian passageways would link the two streets to the courtyard where the entrances to the residential units would be. Ensuring that these passageways are evident from the street is important. The other two schemes indicate a more traditional entry and residential lobby circulation. In keeping with the pattern of commercial storefronts on Queen Anne Ave. N., the entries to the offices or retail should respect the modest character of the storefronts. Creating discreet entry vestibules would provide interest and variety along the 211 feet of right-of-way.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

This is a high priority. The proposed design of the shop fronts and the sidewalks will be reviewed with interest by the Board.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The terraces overlooking the single family zoned should be designed to ensure the privacy of the building's tenants and the residences of the units on the other side of the alley.

A-6 Transition Between Residence and the Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

In addition, the courtyard scheme adds a desirable passage for pedestrians from the street into a semi-public/private space.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The Board urges the applicant to add balconies to the third level in order to meet this goal.

None of the three schemes expressed a vision of what the courtyard could be. Is it an Italian courtyard filled with residents and patrons of cafes? Is it a New Orleans type of residential courtyard with balconies overlooking an intimate space? The drawings to be submitted for the 2nd Early Design Guidance Meeting must convey a strong concept. The architect should begin by imagining all the possibilities for a great urban courtyard or plaza.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

The Board strongly endorses having vehicular access from the alley.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The corner should be acknowledged; however, the Board cautioned the architect about the difficulty of designing good rounded corners. Given the length of the site, locating an important entry on the corner is not necessary. Treatment of the corner can help lead the pedestrian to the commercial uses on W. Garfield St. and make a good transition to the downward slope.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

See comments for A-1.

The Board strongly encouraged the applicant to revise Scheme One whose forty foot plus height provides little relief from height, bulk and scale to the single family zone across the alley. Board members asked that “E” or “C” shaped alternatives be considered. Other design and programmatic strategies to reduce the mass should also be explored graphically including the following: 1) providing lower scale townhouses off the alley, 2) use of dormers and placement of the upper floor within the roof lines; 3) modulation and 4) setbacks, particularly at the upper floors.

The applicant will need to study the modulation of the front façade. Due to the schematic nature of the three schemes, the Board had little to base an opinion. The design development for the next meeting should focus on this question of modulating the front façade.

C: Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Characteristics of the neighborhood include the pedestrian orientation of small shops, the use of brick masonry, large display windows, and entry vestibules, and the close proximity of residential buildings to the street.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The design of the rounded corner should be refined. Board members stated that the proposed design for the corner turret resembled a silo. The radius should be increased and the detailing refined. The columns at street level should line up with the space between the windows on the upper floors rather than lie directly below a window. This adjustment of the elevations, providing weight and clarity to the facades, should create better organized facades on Queen Anne and W. Garfield.

The proposed design of the lower portion of the W. Garfield St. façade suggests two separate buildings. The Board members preferred a more unified façade with the possibility of a reveal; perhaps, similar to the residential entry recession, at the location where the brick color and style changes. The Board

suggested that were the two major façades to be viewed as two buildings, the implied visual separation is at the residential entry reveal on Queen Anne Ave. rather than elsewhere. The Board recommended changes to the color and detailing of the lower half of the W. Garfield St. façade in order to unify the elevations.

Windows should have punched openings befitting a traditional masonry building.

Board members provided ideas for the building's interior organization. These included: directing light into the interior corridor, widening the long and narrow second floor corridor, and using the corner, circular space for a living room rather than a dining area.

The diagrammatic quality of the three alternatives should be enhanced to address the components of this guideline.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The height of the canopy on the northern portion of the Queen Anne Ave. façade should be lower but should not disrupt the transom windows. The canopy's depth should be a minimum of six feet to provide adequate weather protection.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The Board applauded the use of brick on all of the major facades and wants the brick to be retained. Board members also encouraged the striations as shown at the reveals and at the storefronts. The applicant should use a mix of hues in the brick color palate rather than specify a monochromatic color. Use of soldier courses at window sills and a traditional bond, such as English or Flemish, are encouraged. The Board requests that the applicant bring masonry samples to the Recommendation Meeting.

Brick structures are common in this area of Queen Anne. The two apartment buildings to be razed are brick as is the material beneath the siding of the former bowling alley. The buildings across the street are brick as well. As part of communicating a vision for what the building could be, the architect should convey what kind of materials he is considering. The architect should submit a photo essay of like buildings and details that expresses the qualities that the applicant team envisions for the site.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Minimizing the garage vents on W. Garfield St. is encouraged. At the very least, the vents should be divided into increments that resemble the scale of the windows.

See A-8.

D: Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather.

See A-3.

In addition to the guideline, see A-3 and A-7

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

The Board does not want a parking structure at the alley to have blank walls facing the residences on the alley.

D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

See the discussion of blank wall in guideline D-2.

D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

With the back of the retail uses potentially facing the courtyard in Scheme One, the applicant must not allow the courtyard to become the service area for the retail uses.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The issue of access to the courtyards or other forms of open spaces at ground level must be considered. The Board encourages an active courtyard/open space with the possibility of restaurant or cafes patrons using it. Reviewing Scheme One, members of the Board encouraged the applicant to provide transparency into the retail spaces from both Queen Anne Ave. N. and the courtyard.

The Board was not favorably impressed by the suggestion of exterior walkways in the courtyard linking the residential units on three floors. Since there were no schematics of this idea, the Board will wait to see if this is a direction the development team seeks to pursue.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The proposed depth of the lower terrace appears quite deep with extensive amounts of paving. The applicant should clarify how much of the open space is communal and how much is tenant private open space. Landscaping techniques should be employed to sub-divide this area to make this space more intimate and hierarchical. The Board requested that more vegetation be added to the terrace. Paving and plant materials should be designated by the Recommendation meeting.

The Board requested better integration of the small structure covering the exit stair at the lower terrace within the overall design concept.

The Board members discussed the trellis on the roof facing W. Garfield St. No consensus emerged as to the success of this element.

Landscaping issues were not addressed at the Early Design Guidance meeting. The applicant should provide a concept plan at the interim meeting. The plan should reinforce the parti and the vision the development team has for the site.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on February 27, 2004.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on June 2, 2004 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Three community members attended the Final Recommendation meeting. Overall the speakers praised the proposed building's design. Several issues raised by the public focused on the following:

- Asked that the reveal housing the residential lobby be articulated differently. The brick does not off-set the conjunction of the two major wings of the building.
- Repeated an early request to lower the bay windows to the second level.
- Preferred the use of Hardiboard facing the alley rather than vinyl.
- Requested that the rounded corner be taller and grander.
- Asked that the architect not specify the chalky-white brick from the material sample board. Similar brick on the recently completed 700 Broadway building does not enhance the building's aesthetics.
- Preferred a less expansive deck on the building's west side.
- Requested that the ventilation grates on W. Garfield St. be ornamental ironwork rather than merely vertical bars.

Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Screening of Parking. Screening for parking within a structure.
2. Residential Lot Coverage. Above 13 feet from finished grade, the residential portion of a structure containing residential and nonresidential uses shall be limited to maximum lot coverage of 64 percent.
3. Entrance to a non-residential space. Limited to a maximum of 3 feet above or below sidewalk grade.
4. Blank facades. Areas greater than 30 feet in width between 2 and 8 feet.

Recommendations

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The Board members made no further comments about the building's massing.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The Board did not expand upon its earlier requests.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

The Board recommended the reveal's brick facing, which houses the residential entrance on Queen Anne Ave. N., be changed to differentiate the conjunction of the two building masses. Use of concrete was considered adequate.

In response to an early design guidance (2nd EDG meeting), the architect set back the entry vestibules to the storefronts along Queen Anne Ave. to provide definition and relate to the variety and pattern of shop entrances along the street. The Board did not discuss the change.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

See A-3.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

The Board did not add to its earlier discussion requesting that the terraces overlooking the single family zone be designed to ensure the privacy of the building's tenants and the residences across the alley.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

No additional comments were introduced by the Board members.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The architect added balconies in response to the Board's earlier request. The Board expressed its appreciation of the change.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

The Board had no comments.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The applicant increased the radius of the corner at the intersection of Queen Anne Ave. N. and W. Garfield St. The Board accepted the revision.

B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Between the second Early Design Guidance meeting and the Final Recommendation meeting, the applicant revised the west façade. The Board expressed its displeasure at the length of the terraces and asked for changes to its composition, materials and color in order to minimize the length. The Board recommended that the horizontality be revised by accentuating vertical elements. See C-4 for further comments.

Due to the need to comply with height requirements, portions of the building such as the dome and a roof top trellis were removed from the design. The Board recommended that the lower cornices framing the rounded corner be lowered slightly to emphasize the full height of the corner.

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board reaffirmed its enthusiastic support for the building's overall design as it faces the two major streets.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The Board members accepted the revisions increasing the radius of the curve and refining the alignment of the columns at street level with the spandrels above the storefronts. Those adjustments to the elevations provide weight and clarity to the facades.

The Board also expressed its support for other modifications to the W. Garfield St. and Queen Anne Ave. façades. The variations in the brick color and detailing of the bays and cornices now suggest two separate facades juxtaposed within a harmonious relationship.

The Board recommended several modifications to the west façade. Intending to reduce the design's horizontal emphasis, the Board members recommended revisions to the composition to counter or offset the length. The Board recommended all of the following techniques: 1) using a separate color at the level of the loft units above the parking garage, 2) designing vertical elements (walls or dividers) to divide the length into equal proportions, and 3) staggering the railings on each level of deck or using variations in the railings design. Related to the desire to revise the west façade, the Board strongly recommended that the Hardiboard be used rather than vinyl siding. (see C-4)

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The dominant horizontality of the west façade and its terraces was discussed by the Board. The members of the Board recommended several changes to the façade in order to provide a better scale. See discussion of these revisions in B-1, C-2 and C-4.

The Board accepted the revisions to the canopy's height and its increased depth of six feet in order to provide adequate weather protection.

The Board recommended that the columns framing the corner commercial entry either be revised or eliminated. The columns appear spindle-like and extraneous.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Between the second Early Design Guidance meeting and the Recommendation meeting, the applicant switched the brick on the west façade for a proposed vinyl facing. A substantial portion of the Recommendation meeting addressed this issue. Each member of the Board emphatically expressed his or her disapproval of the vinyl. Reasons included the material's poor quality, the inability to paint it, the "motel like appearance of the west façade", the material's unsightly seams, its lack of long-term durability, and the disparity in quality between the brick and the vinyl. The Board recommended the use of Hardiboard and cited its durability, texture, acceptance of paint, and clean lines.

The Board recommended variations in the type of railings for the decks. They also recommended the installation of good quality railings. The grills facing W. Garfield St. should possess an ornamental character. The Board asked that these be whimsical and artistic in merit.

The Board continued to praise the use of brick on the two street facades. Board members encouraged the striations as shown at the reveals and at the storefronts. They encouraged the use a mix of hues in the brick color palate rather than specify a monochromatic color. Use of soldier courses at window sills and a traditional bond, such as English or Flemish, are encouraged. Samples were displayed at the meeting. The Board recommended that the brick be extended past the bay windows facing the plaza on the south façade of the W. Garfield St. wing.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

No additional comments were offered.

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The Board did not add to its earlier suggestions.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

The Board granted a departure for the blank wall on W. Garfield St., but added that the ventilation grates be artistically designed. See C-4.

D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.

No additional comments were offered.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

No additional comments were offered.

D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

The Board made no further comments.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The Board supported the applicant's selection of a street light shown in the specifications presented at the meeting. The pole mounted lamps will be located in the right-of-way and substitute for sconces mounted on the facade. The design shows four fixtures along Queen Anne Ave. N. and none along W. Garfield St.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

The Board did not add to comments made at the earlier meetings.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Board accepted the small modifications to the plaza above the parking garage.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The Board made no further comments.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the June 2, 2004 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 2nd public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the six Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	ACTION
1. Screening for parking within a structure. 23.47.016.D.2.a	5 foot deep landscaped area between street lot line and the parking within the structure.	No landscaped area separating lot line from parking structure.	<ul style="list-style-type: none"> Provides ornamental ironwork at street level. Well designed façade along W. Garfield St. 	Approved
2. Residential Lot Coverage. 23.47.008.D	64 % Lot coverage above 13'.	72.8%, total of 4,436 sq. ft. of additional residential coverage.	<ul style="list-style-type: none"> Structure steps back from alley. Brick facades on two fronting streets. Well designed facades. Use of hardiboard on west elevation. 	Approved
3. Entrance to a non-residential space. 23.47.008.B.7	Limited to a maximum of 3 feet above or below sidewalk grade.	Entrance is 8'11" above W. Garfield St.	<ul style="list-style-type: none"> Street level access from Queen Anne Ave. N. Steep grade on W. Garfield St. Provides commercial space. 	Approved
4. Blank facades 23.47.016.E.	Areas greater than 30 feet in width between 2 and 8 feet.	70 feet along W. Garfield St.	<ul style="list-style-type: none"> Artistic ornamental grill work for the garage ventilation openings. Base of the building is well articulated. 	Approved

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

1. Replace the vinyl siding specified for the west façade with Hardiboard. (B-1, C-2, C-4)
2. Continue to wrap the brick on the south plaza facing façade past the bay window. (C-4)
3. Reduce the horizontality of the terraced, west façade by varying the color of the residential base above the parking garage, varying the railings by staggering them on the horizontal plane or varying the design, and introducing vertical elements to the terraces that proportionately divide them in order to provide a sense of verticality. (B-1, C-2, C-3)
4. Revise or eliminate the columns framing the corner commercial entry. (C-3)
5. Design ornamental grills for the parking garage ventilation on the West Garfield St. façade. These should possess a whimsical and artistic character. (C-4)
6. Lower the cornices framing the curved corner to emphasize the corner's verticality. (B-1)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the condition recommended by the six Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated February 27, 2004) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, streets and parking impacts as well as mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.:

- A. Surveying and layout.
- B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
- C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protection, water dams and heating equipment.

In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M. and 6:00 P.M.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule; thus the duration of associated noise impacts. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total

construction timeframe if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence.

As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the adjacent residential building.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

An excavation to construct the lower level of the structure areas will be necessary. The maximum depth of the excavation is approximately 10 feet and will consist of an estimated 6,400 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Traffic and Parking

Construction of the project is proposed to last approximately 14 months. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require 640 round trips with 10-yard hauling trucks or 320 round trips with 20-yard hauling trucks. Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. The proposal site is near a major arterial and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC 11.62.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Queen Anne Avenue. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, construction workers will be required to park in the garage as soon as it is constructed for the duration of construction. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; potential loss of plant and animal habitat; increased light and glare; and loss of six older buildings.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require

insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, historic preservation and traffic and parking impacts warrant further analysis.

Traffic and Transportation

Based on the traffic analysis, the proposed mixed-use project would result in an overall net decrease in peak hour traffic compared to the uses allowed in the existing buildings due to the larger square footage currently devoted to retail and restaurant uses. Traffic operations near the site would be essentially unaffected by the proposal. The inclusion of 72 new parking spaces, however, would result in a slight shift in traffic patterns immediately adjacent to the site. Residents and patrons would make greater use of the alley and access from W. Garfield Street instead of circulating around the block along Queen Anne Ave. N. and First Ave. W. resulting in an increase in trips using the W. Garfield Street/Queen Anne Ave. N. intersection to access and egress the site. During peak hour, eastbound movements from W. Garfield St. at Queen Anne Ave. N. would operate at Level of Service D (all other movements would continue to operate at LOS C or better). The proposed on-street parking revisions (back-in-angle parking) on Garfield St. would improve intersections operations at the Queen Anne Ave. N. intersection. The analysis concludes that the Level of Service ratings are acceptable in the City of Seattle.

Parking

Based on parking generation rates by the Institute of Transportation Engineers (ITE) and the Urban Land Institute, the proposed project, when fully leased, would generate a peak parking demand of approximately 79 vehicles on weekdays and 70 vehicles on Saturdays. The peak demand would occur in the evenings between 7:00 and 9:00 p.m. when the restaurant and apartment demand is highest. Since the site would have 72 on-site parking spaces, most of this peak parking demand could be accommodated on site. In contrast, the existing parcels do not contain any off-street parking. Thus, all parking demand currently overflows to on-street parking along the nearby streets.

The applicant's traffic study concludes that based on "the type of tenants expected, the location of the site near transit and near essential services (grocery, medical, retail, restaurant, and recreational), and the unbundled parking rental are all likely to contribute to lower auto ownership for residential tenants. Furthermore, the proposed project by providing 71 (actually 72) new parking spaces would improve the parking supply conditions in the local site vicinity and reduce the parking overflow to on-street parking. More on-street spaces would be available to retail and restaurant customers than would be without the project."

Historic Preservation

Six buildings currently occupy the site. Because each of their ages exceeds 50 years, the two residential buildings and the four commercial structures warrant review for historic and architectural significance. Based on an analysis of the six buildings proposed to be demolished, the Department of Neighborhoods' review states that none of the existing buildings "would meet the standards for designation as individual landmarks."

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS-DESIGN REVIEW

Prior to Issuance of a Master Use Permit

Update plans according to the following conditions:

1. Replace the vinyl siding specified for the west façade with Hardiboard.
2. Continue to wrap the brick on the south plaza facing façade past the bay window.
3. Reduce the horizontality of the terraced, west façade by varying the color of the residential base above the parking garage, varying the railings by staggering them on the horizontal plane or varying the design, and introducing vertical elements to the terraces that proportionately divide them in order to provide a sense of verticality.
4. Revise or eliminate the columns framing the corner commercial entry.

5. Design ornamental grills for the parking garage ventilation on the West Garfield St. façade. These should possess a whimsical and artistic character.
6. Lower the cornices framing the curved corner to emphasize the corner's verticality.

Non-Appealable Conditions

7. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce P. Rips, 615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
8. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 615-1392), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
9. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

CONDITIONS-SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

10. Attach a copy of the PSCAA demolition permit to the building permit set of plans.
11. Submit a construction Transportation Plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

12. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 5:00 P.M.:
 - A. Surveying and layout.

- B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
 - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
13. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M.
- Hours on weekdays may be extended from 6:00 P.M. to 8:00 P.M. on a case by case basis. All evening work must be approved by DPD prior to each occurrence.
- Once the foundation work is completed and the structure is enclosed, interior construction may be done in compliance with the Noise Ordinance and is not subject to the additional noise mitigating conditions.
14. Measures identified in the construction Transportation Plan shall be implemented.
15. Construction workers shall park in the on-site garage as soon as it is constructed, following approval from the DPD Building Inspector.

Signature: _____ (signature on file) Date: July 12, 2004
Bruce P. Rips, AICP, Project Planner
Department of Planning and Development
Land Use Services

BPR:bg

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